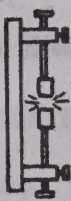
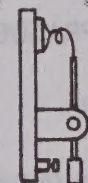


Spark-Gap Times

Published By

The Old Time Club



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WELCOME NEW MEMBERS

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LAWRENCE K. SPRAGUE	W1UVJ	4332	SECRETARY
EARL E. BURDEN	W9GRX	4333	JERRY SAGER, KA1BAB #3441
HOWARD F. SHEPHERD JR.	W6US	4334	JOE SAGIER, K6CD #2842
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RICHARD B. BRECKINRIDGE	WA9BXB	4336	SECRETARY
ROGER H. SCRITCHFIELD	WD8ITD	4337	SECRETARY
RICHARD J. LEVENSON	W2FKN	4338	SECRETARY
RICHARD C. BARTEL	W3RCB	4339	SECRETARY

We welcome these new members to the Old Old Timers Club.

There have been 4336 members enrolled since the club was organized in 1947. Three numbers were accidentally not assigned over the years. 2520 are now silent keys, 11 have withdrawn from the club for various reasons.

A total of 1001 Spark Gap times are distributed, 106 of them by E-mail PDF attachment.

73, Bert, W5JNK, Executive Secretary OOTC INC.
Editor Spark Gap Times.

OFFICERS & BOARD OF DIRECTORS	CONTENTS
PRESIDENT W1GAY Ph:410-785-2430 Duncan Kreamer duncankreamer@yahoo.com 14 Lochwynd Ct Phoenix MD 21131-1210	Application for membership 20 Badge order form 19
V. PRESIDENT W2JQS Ph: 914-337-5191 Harrison Moore w2jqs@aol.com 101 Boulder Trl Bronxville NY 10708-5905	Election Information 4 Member Pages 5-16
TREASURER - W9MOL Ph: 847-823-1862 Lee Knirko w9mol@core.com 833 Park Plaine Ave Park Ridge IL 60068-2223	Lifetime Dues 17 Members Since Last Issue 2
EXEC. SECRETARY W5JNK Ph: 214-352-4743 Milbert Wells w5jnk@sbcglobal.net 3191 Darvany Dr Dallas TX 75220-1611	Member Supplies 5 OOTC Officers and Board of Directors 3
DISTRICT 1 Morton L. Bardfield, W1UQ 16 Addington Rd Brookline MA 02445-4520 Ph: 617-566-8613 mbardfield@boatphone.com	On The Air Meetings 5 Silent Keys 18
DISTRICT 2 Jerry Mulberg, W2MJP 609 Kappock St 8E Riverdale NY 10463-7756 Ph: 718-549-8018 No e-mail.	Executive Committee report 16 Student Educational Scholarship Program (SEAP) 17
DISTRICT 3 Paul Gerbracht, W3QPP 2114 W. 29th St. Erie, PA 16508-1066 Ph: 814-868-5519 qcw3qpp@velocity.net	PRESIDENT EMERITUS EARL E. CLINE (SK) exW4PPZ Founder and Editor of Spark Gap Times & RAYMOND E. MEYERS (SK) exW6MLZ
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DISTRICT 8 Joseph Wehner, W8KNO 11924 Alpha Rd Hiram, OH 44234-9774 Ph:330-569-7718 jlw_usna62@yahoo.com	DISTRICT 0 Leo Meyerson, W0Gfq 1210 N. 97 th Ct, Omaha, NE 68114-2171 Ph:402-392-1708 w0gfq@juno.com

Regarding nominations for Directors of odd numbered districts for the next two years. The membership has been silent except in District 9.

Nominations ended 10/31/2004. When there are no nominations, the incumbent Director continues to serve. Odd District incumbents remain in office. District 9 nominated Gilbert Kowols W9BUB with no opposition.

- DIST. 1,** Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont: Mort Bardfield, W1UQ.
- DIST. 3,** Delaware, Maryland, Pennsylvania, D.C: Paul Gerbracht, W3QPP.
- DIST. 5,** Arkansas, Louisiana, Mississippi, New Mexico, Oklahoma, Texas: Charles Stanton, W5LBU.
- DIST. 7,** Arizona, Idaho, Montana, Nevada, Oregon, Utah, Washington, Wyoming, Alaska: Frank Piskur, K7FP.
- DIST. 9,** Illinois, Indiana, Wisconsin: Incumbent Gilbert Kowols, W9BUB, was nominated and is declared the winner.
-

SECRETARY REQUESTS NOMINATIONS FOR EVEN DISTRICT DIRECTORS

(The incumbent may be nominated)

DISTRICT 2 (NEW JERSEY, NEW YORK). Incumbent Jerry Mulberg, W2MJP.

DISTRICT 4 (ALABAMA, FLORIDA, GEORGIA, KENTUCKY, N. AND S. CAROLINA, TENNESSEE, VIRGINIA AND PUERTO RICO). Incumbent David H. Knight, W4ZJY

DISTRICT 6 (CALIFORNIA AND HAWAII). Incumbent Troy Wideman, W6HV.

DISTRICT 8 (MICHIGAN, OHIO AND WEST VIRGINIA). Incumbent Joseph Wehner, W8KNO.

DISTRICT 0 (COLORADO, IOWA, KANSAS, MINNESOTA, MISSOURI, NEBRASKA, N. & S. DAKOTA). Incumbent Leo Meyerson, W0GFQ.

NOMINATIONS AND ENDORSEMENTS MUST BE FOR MEMBERS IN YOUR DISTRICT and be willing to serve.

SEND NOMINATIONS TO:

**SECRETARY OOTC
3191 DARVANY DR.
DALLAS TX 75220-1611**

OOTC ON THE AIR MEETINGS

EUROPEAN CHAPTER:

SSB 7:30 UTC 3632 kHz - NCS DJ5ND Tuesday

SSB 10:00 UTC 7092 kHz - NCS DJ2XB Tuesday

CW 17:30 UTC Tuesday (DL1MEB) 3576.5 kHz

U.S.A

Chapter 2 (CA) Tuesday, 2330 UTC 3917kHz W6HV NCS.

AZ CH: Tuesday, 1600 local 3913 kHz KJ7KL NCS.

N.East: Thursday, 1330 local 7230 kHz K2VNM NCS.

So. California: Tues, 1630 local 3917kHz W6HV NCS.

CH82 E. TN & SW. VA: Sun, 9:00PM E. 145.110MHz down shift.

National CW: Friday, 1700 UTC on 14050 kHz K4EF NCS

SUPPLIES AVAILABLE – Price includes postage.

OOTC BADGE - \$7 - \$9 - \$9.50 Order info on page 23

OOTC IRON-ON JACKET PATCH - \$5.00

126 OOTC Blue on gold 1" Dia. Logo stamps, \$3.00

OOTC 3" Round Mylar OOTC Sticker - \$1.00(OUT OF STOCK)

Replacement Pins 40, 50, 60, 70, \$3.50.

80 yr pin free, courtesy Duncan Kreamer, W1GAY.

JOHN F. DUKE, JR., N5DRV, #4322

I wish I had known of the club and sought to become a member sooner. I have been a member of QCWA for many years but I like the bits of information that are included in Spark Gap Times.

I found a member who lived in Norwich, England in the first copy of SGT that came with my certificate. I sent him an e-mail to tell him of my memories of that area.

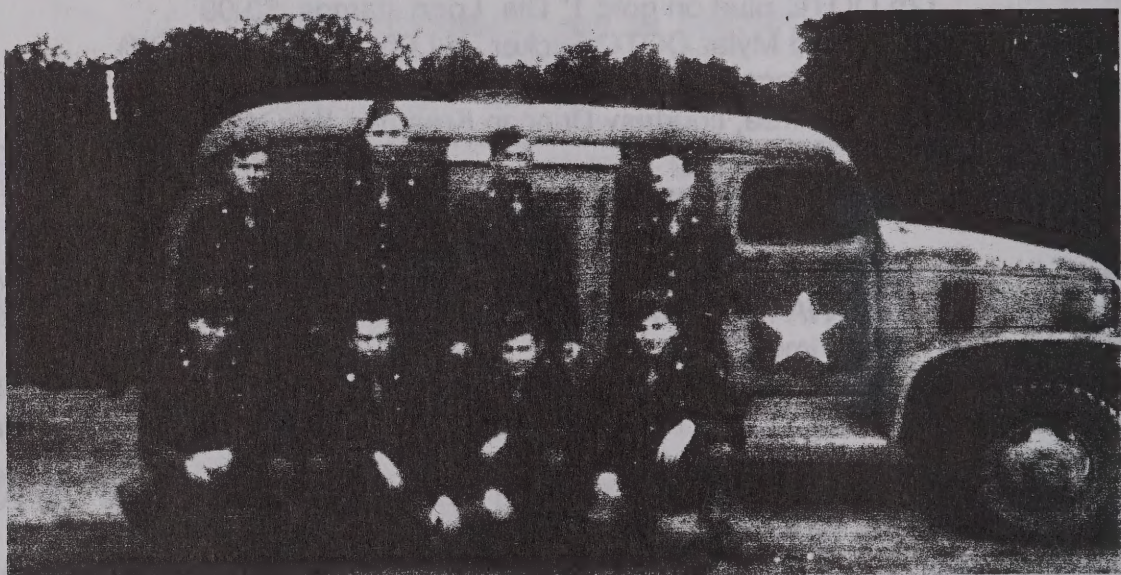
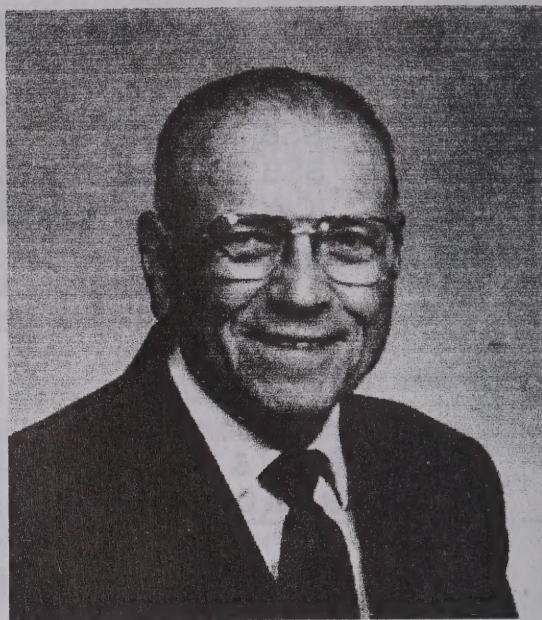
My first duty station after arriving in England in September of 1943 was USAAF station F-133 at East Wretham, near Thetford and Norwich in Norfolk County. I, along with two of the other radio operators and one of the repair technicians (Gerald Heddamon who was W1APQ) set up the base radio station and erected what amounted to a HAM dipole on two 50-foot poles. We scrounged them from another part of the air base with the help of an aircraft wrecker with a log boom to pick up crashed fighters!

The station was put on the air under a Sgt. Noga but was operated by the other radio operator, Jim Feher from Fairfield, CT and myself. There was no voice communication between stations then, only CW. Jim and I later went to the Continent as two of the operators with a special detachment that was the only one

in all of WW11 used to mark bombing targets for fighter and heavy bombers.

We were sent in on the occasion of the Belgium Bulge. We were in contact daily during daylight with the headquarters in Belgium and with SHAEF in London at night. This meant that we had to man the station 24 hours a day, even while moving from point to point. We had two SCR-299 radio units mounted in one-ton panel trucks and powered by a Jeep engine-powered generator in a trailer.

I was a bit disappointed that my military service apparently was not considered to qualify me for 60 years of wireless. (This has being corrected with a 60 year Pin, Certificate and membership card - Bert, Secretary)



SCR-299 w/trailer attached, complete station, BC 610 transmitter, BC 312 and BC 348 receivers, all necessary spare tubes and parts, range of final tank coils for freq change, tuning units, Army Mill (all caps typewriter).

Even a small wall mounted coil heater that could be used if the transmitter was not in use at the same time. We found that it also worked as a hot plate for Nescafe after taking it off the wall. The guy on the right in the back row is C. K. Cone, Jr. We both worked for the same company before enlisting in the Army Signal

Corps but neither knew the other was in England until Signal Detachment II was formed. We worked together a lot on the continent!

Two of the men in the picture were also radio operators and the rest were technicians for the radio and beam trucks. That picture was made as those men and the truck were preparing to leave their base to join the rest of the unit to board a ship for France. Equipment for the detachment came from fighter and bomber bases all over England.

The drive to South Hampton, made mostly at night for security reasons, was in December through strong winds and pouring cold rain. It was a fitting prelude to a very rough, cold and often hungry winter. jfd402@texas.net

F. WENDELL "WEN" BOYDEN, JR., K1LWI, #4327

Born June 21, 1940 Quincy, MA. Spouse Nancy. KN1LWI-1959. I like to work DX most of the time, worked 350, favorite mode is CW, member of HSC-TOPS-A1OP-ex FOC. I am ex race photographer Nascar-F1-IRL-CART-etc. I like motorcycle. Many awards: DXCC, WAS, QAZ, WPX, many contest awards, CQWW best was in 1970 single band OPR. I was in the top 10 28mhz. In radio in 1949 when mother got me a short wave RX, loved SW. Learned CW fast, I was 9 yrs old, hi. Log many stations, member of ten/ten #3935. My QTH is 20 miles SE of Boston, Hull, MA. Nantasket beach is on the harbor and ocean. Other interests: Scanner, cooking Mexican, BBQ-Italian-Cajun-style. Member of QCWA, moved out of Quincy, MA in 1998 to Hull and lost all my QSLs, 70,000+ in a fire at my sisters farm house in NH. Lost all race photos, 30,000 8x10. I was sick about it but that is life, Hi. I am a rag chewer and on Echolink now, look for me. This is a photo of myself on a Kawasaki ZZR-1200. In back is Hull Harbor. You can see Boston about 12 miles cross the harbor. My rig is IC-745 and a Collins S/line 30L1, antenna dipole and vertical. My old QTH 6ele beam 32 ft boom for ten meters and TA33, vertical for 80/40 meters and dipole 80 meters. 73 Wendell k1lwi@aol.com



RICHARD T. "RICH" SCHWEIZER, JR., W2CF, #4328

Born February 6, 1950, NYC (Queens Co.) NY. Spouse Iwona. 1st licensed August 1964 WB2PCF from 1964 to 1975 in Rosedale (Queens Co.) New York City. Operated 1976 to 1991 in Monroe NY. Ramsey NJ 1991 to present. Extra class Nov. 1967. Also hold 1st class Radiotelephone and second-class Radiotelegraph license with Ship Radar endorsement.

Attended Brooklyn Technical High School and Polytechnic Institute of Brooklyn, major in Mathematics and Electrical Engineering. U. S. Army Corps of Engineers active duty 1971-73 then with the 76th Engineer Battalion. Member of U. S. Army Reserve until March 1977 with the 301st support group, 1154th USAR school (instructor with the Command & General Staff College), and the 77th USAR Command. Retired Lt. Colonel. Currently employed by Citigroup, Inc. as a Project Manager (Systems development area) within the Risk Architecture Division. Formally employed by Electronic Data Systems (EDS), Paine Webber, and Deutsch Bank (New York office).

DXCC Honor Roll, WPX Honor Roll, WAS, WAZ, OTC. Life member ARRL and member of QCWA. Married with three sons in Ramsey (Bergen Co.) New Jersey.
w2cf@arrl.net.

MERRILL W. "BUCK" LOWRY, KJ6YK, #4329

Born May 20, 1936, Colorado Springs, CO. Spouse Judy, 2 children. USAF 1954-58 MSGT. kj6yk@aol.com

LELAND D. "DOYLE" MC ENTIRE, W6QMU, #4330

Born December 8, 1935, Oklahoma. Spouse Betty, 3 children. WN6QMU 1952. U. S Army regular 2 years, reserve 4 years, Corporal. w6qmu@aol.com

JOEL TENENBAUM, K1JIY, #4331

Born December 20, 1943, Boston, MA. Spouse Barbara, 2 children. U.S. Navy Reserve 1964 - 1970, RM2. Became interested in Amateur Radio by listening to old RCA, Zenith and Emerson radios. Received Novice license 12/1958, General in 1959. Currently studying for Extra Class License. First radio was Allied "Ocean Hopper", 3 tube regenerative receiver with plug in coils. Covered 200 kHz to 52 MHz! Had a succession of rigs including Johnson Adventurer, Challenger, HT-40, HQ121X. Was a radioman in the Navy aboard the USS America, CV66 Aircraft Carrier. Currently have a Radio Shack 2 meter and 10-meter transceiver plus Alinco 560 2 meter/440 MHz transceiver working mostly mobile. Hoping band conditions will improve on 10 meters soon. radioantenna@aol.com

LAWRENCE K. "LARRY" SPRAGUE, W1UVJ, #4332

Born June 17, 1932, Bar Harbor, ME. Widower, 4 children. W1UVJ 1952 then was WB9OXU for approximately 4 years in the 1970's then back to original call. Radioman RM-1 U.S. Navy 1950, USS Laertes, U-35 Luzon, USS Jason. larry617@aol.com

EARL E. BURDEN, W9GRX, #4333

Born August 16, 1923, LaPorte, IN. Spouse Esther June, 3 children. W9GRX since 1937. Navy RM1C 1941-1945. Survivor U.S.S. Lexington, Coral Sea battle. Civil Service Navy, Navy Electronics System Command installation of the "World Wide Omega Navigation System" forerunner to the "GPS. Lasted 21 years.

LIGHT LIE THE SEA UPON THEE

The Sinking of the U.S.S. Lexington

**By: Earl Burden Radioman first class
U.S.S. Lexington (1941-1942)**

This is the story of my experience when I was attached to the U.S.S. Lexington and my thoughts of what happened during the battle of the Coral Sea. After three months at the radio school in Indianapolis, Indiana, I received my orders to report to the U.S.S. Lexington. The U.S.S. Lexington, known, as the "Queen of the Flat Tops" was an aircraft carrier docked at San Diego, California.

I arrived at dockside and had the first view of the tremendous ship. It was 888 ft. long, and to this day, I find it hard to believe the size. When I boarded at the hangar deck quarterdeck, the ship looked like "forever" inside. There were men and planes as far as the eye could see. To a 19 year old, who had not been on anything larger than a rowboat, it was hard to believe!

The next morning, I was out of my bunk early, and I found my way up "topside." It was four decks up to the flight deck. I didn't believe something this large could move, but she did! For many years, the Lexington held the world record for having steamed from Long Beach, California to Pearl Harbor. The speed was about 34 knots.

The early days aboard took us to the Bremerton, Washington Navy Yard for some fittings of new guns. The eight-inch guns were removed, and 20-millimeter guns were installed. I heard that the soap dish in Captain Sherman's shower bounced out of its holder and broke every time the eight-inch guns were fired!

Another memorable stop was in the San Francisco Bay area, passing underneath the Golden Gate Bridge and to the San Francisco-Oakland Bay Bridge. We anchored just south of the Bay Bridge. I remember the tidewater current going by the ships side so fast it looked like a river.

On a carrier, the highest point on the ship, where all operations are carried out, is called the island. It is located mid-ship, on the side of the flight deck, and forward of the large smoke stack. The island is occupied by the bridge, main radio, air

operations, and the flag signals.

Once settled aboard, I was assigned the "fox sked". All radio traffic and information for the larger ships in the Pacific Ocean area were sent out by radio station NPM, Pearl Harbor. Coded messages were composed of a heading containing destination of the message, then the text, which was made up of encoded five-letter groups sent twice. Some night watches I caught myself falling asleep on the first sent group and waking up to catch the second, always ending with a relatively good copy. After being on a midnight watch, I would be relieved and go down below and fall into my bunk. After falling asleep, I would dream and wake up catching myself still hitting the typewriter keys in my sleep.

Rear Admiral Aubrey Fitch was aboard for a short time. He needed a few of the ships company radiomen. I was placed on watch with his men. It was during that time that only one of the very few messages left the ship aside from aircraft transmissions. Transmissions were kept to a minimum, as radio silence was the order of the day. I had the honor of sending that message. It happened that the distance and the time of day were just right for the transmitted frequency I was operating on. The signal dropped right into radio NPM Pearl Harbor. Needless to say, the admiral's radiomen were a bit jealous of me. It is rare for messages to go off ship during wartime.

Another bit I remember was when my year as a reserve was almost up. I was in my bunk, taking a nap, when the P.A. system alerted all hands that a national emergency situation was now in effect. That bit of news canceled my getting out at the end of my tour of duty. My only reaction was to turn over with the remark: "guess I might as well stay right here."

Whenever we pulled into "Pearl", I would go ashore on liberty. On a weekday, I would go and visit an amateur radio friend, who ran a radio shop, in the Kamikae area, behind Diamond Head. Before the war started, I was taking flying lessons at the Honolulu airport. I never was able to finish after the war started.

Another weekly visit, Sunday included, was to my girlfriend who lived within walking distance of Pearl Harbor in army housing. I never missed having a meal there. Her mother was a very fine cook. Her dad was a top Sergeant in the Army and disliked the Navy. I told him I was a Navy reservist, which is different from the "regular" Navy. He accepted that, so I continued seeing his daughter and continued having meals at their place.

Going around Diamond Head by bus was always a relief from busy downtown Honolulu, and especially from everyday Navy life. The beautiful flowers seemed to be everywhere, always in bloom, no matter when I was able to make the trip. I have never seen anything like it in my travels around the world. I enjoyed hiking up above Kimakee, a watershed area. "Keep out" signs didn't mean much to me

then, but up there, it gave me a beautiful view overlooking Diamond Head and most of Honolulu, all the way out to Pearl Harbor.

Without a doubt, someone was looking over those of us on the "Lex" on December 7. We left Pearl Harbor on the 5th for Midway Island, with a group of Marine fighter planes aboard. I would not be here today, as well as thousands of other men, if we had been at our mooring at Ford Island in Pearl Harbor. On the fateful day of December 7, the Japanese planes were to hit the carriers first. They realized carriers were the main ships that could give them trouble. How true! The future proved them right to that assumption, during the Coral Sea and Midway battles.

When the message arrived notifying us that Pearl Harbor was attacked, we were ordered to return to Pearl Harbor immediately. On the first try to enter the harbor, a small, two-man Japanese sub was ahead of us in the channel. We made it on the second try. I think we finally got that sub. Pearl Harbor was in shambles! We never witnessed such destruction. Fires were still burning. The U.S.S. Utah was upside down. She was docked immediately astern where we normally docked. Most of the battle ships were either sunk or turned over at their moorings. Workers were attempting to cut through the hull of the U.S.S. Arizona with torches to get to men who were alive and trapped inside. Aircraft on Ford Island were still burning. It would take some time before any planes could use the runway there.

Today after all these years, it is difficult for me to say how I felt as we entered Pearl Harbor. I found it hard to believe that we had been caught off guard so badly. Knowing later that the enemy had maps showing the location or mooring sites for each carrier, I knew that I would not be here today because of a number of factors. First, my compartment was on the outboard side of the ship. The Japanese planes came into the ships from that direction. Second, the porthole from which I watched many flying fish skim the water surface was only ten feet above. Everything, and I mean everything, would be against the "old Lexington" if we would've been at our mooring. I also knew that things were very bad. You could not think differently when seeing our proud ships with such death and destruction heaped on them, the burning oil on the water, and smoke rising from many jagged holes in the hulls. Aside from thanking the powers to be, or maybe luck, was the fact that we were still a fighting ship. We had to get our ship outside of "Pearl" as soon as possible in the event of another attack. Our Navy was in trouble and our country was in trouble. Now all I could think of was that we had to get going and start fighting back.

We loaded up with supplies, aircraft, and fuel plus munitions. We left Pearl Harbor heading for the South Pacific, and spent 56 days steaming, clear of any land. The Japanese were less likely to sight us and pass on any information about our size and location to their fleet. We did not want the Japanese to know what few ships we had left in the Pacific. We also were unsure about the size and location

of the Japanese forces in the South Pacific.

Things had improved considerably upon our re-entrance to Pearl Harbor. Various hulls were showing with their sides above water, or turned over completely depending on their size. The airfield was back in operation, and we were preparing to turn the tide on the Japanese. The Lexington was making ready to return to the South Pacific. This time we were not afraid to show our strength. Our planners guessed that Noumea, New Guinea, and Australia would be their next attempt at conquest. Our fleet now had grown to a sizable force to be reckoned with. Cruisers, destroyers, and other aircraft carriers were now in the area. The destroyers, known as the "plane guards", always followed astern of the carriers during the operations and any aircraft having trouble returning from a strike and missing the flight deck of the carrier would be covered by the "plane guards", who were there to rescue the pilots.

When May 5, 1942 came around, we were in the Coral Sea. We knew something was up when we spotted a Japanese Kawanishe flying patrol boat. It was promptly shot down. However, the Japanese were able to notify their base at Bougainville. They sent out two waves of Japanese "Betty" bombers to attack us, all were shot down by our fighters, one by our gunners on the Lexington.

There is one incident I have not been able to explain even to myself. Normally, when an attack is expected, especially in the hours before sunrise and sunset, general quarters is sounded. In this case, as I recall, GQ was not sounded. I was on the catwalk on the starboard side of the ship's island, the nerve center. Coming right at us with intentions of crashing into the island was one of the "Betty" twin-engine bombers. I could see our 20 mm tracer bullets going right into the aircraft. It got close enough that I could see the pilot. He was no doubt dead. With no one alive to control the aircraft, it drifted back aft, not able to compensate for our forward speed. The Japanese plane missed the island and the smoke stack, clearing the flight decks over the aft end, crashing into the water off the port side. I remember thinking "There goes one Jap who will not bother us ever again." Also at the time I gave no thought of my situation, or the possibility of me being hit by that bomber.

We knew then that the Japanese were also in the Coral Sea. The allied code breakers were now able to read with reasonable confidence some of the Japanese Naval messages. A large Japanese fleet of 6 aircraft carriers were heading south into the Coral Sea to attack Port Moresby on the tip of New Guinea en route to Australia, their next major conquest. But we were ready for them!

On May 6, the oiler, U.S.S. Neosha, was alongside, refueling and passing mail to us. She finished that evening. The U.S.S. Neosha and her escort, the destroyer U.S.S. Simms, left and proceeded south, never to be seen again.

The Japanese found and sank both the very next day. On May 8, we were steaming approximately 200 miles south and east of New Guinea in the Coral Sea. On that day, our planes took off early, and headed for the known position of the Japanese fleet. Apparently, their planes lifted off their carriers at the same time to hit us. It was during this time Lt. Butch O'Hare won his medal of honor by destroying five Japanese aircraft, and damaging a sixth. It was these aircraft that were heading for our ships. The next day, I was on the fighter radio net during general quarters. What followed I will remember until my dying day.

I heard something that made my hair stand on end. Our gunners, due to the first time under fire, were firing their 20 mm and 50 cal guns at anything that was in the air, including our planes. Our pilots were shouting into their microphones, "Hey, it's us, stop firing!" At that early time, I think most of our gunners were slightly off in hitting their targets, a good thing for our pilots! My one regret was in not taking my log out of my typewriter and stuffing it into my pocket.

It wasn't long before we felt a number of heavy shocks that went through the hull. They were from torpedoes hitting. Fires were starting below, getting to our aircraft fuel and our ammunitions. It is still my opinion that if we would have been able to get into the shipyards for new fire fighting equipment, we could've saved the "Lex", but that time was taken up by other ships.

We lost all power at the time, then engines stopped, and we were starting to list badly. Our radio equipment, having no power, was useless. I suggested to my supervisor that maybe I could go down to the lucky bag and take batteries out of personal portable radios. We could then get at least one bit of communication equipment going. I left main radio, going down the outside ladder that I had shimed. Smoke was everywhere, it seemed. I crossed the flight deck to the port side and then down into a gun position, one of which ringed the flight deck. This was my first encounter with the injured and dead shipmates. The gun positions ringing the ship just below the flight deck took most of the gunfire from the attacking planes and bomb hits.

About this time word was circulating that we might have to abandon ship. Smoke was everywhere, especially out of the elevators. The list of the ship was increasing making it difficult to walk in a straight line. It didn't seem possible that we were going to have to leave our home of many months, for some of us, years. But it became more apparent as the minutes wore on.

Not able to get into the lucky bag for those batteries that I had started out to get, I joined quite a number of shipmates enjoying the free ice cream from the geedunk shop. Couldn't let that go to waste. Helmets, cups and anything that would hold the ice cream were being used to hold the cool stuff.

Just about then, a number of very heavy explosions sealed the Lex's fate. The

word to abandon ship was passed by mouth and portable speakers. There was no time for me to go back up to the radio shack. Being back near the stern I jumped into the nets that were just below the flight deck. These nets were normally used for the flight crewmen to dive or jump into if a plane got out of control. So into the nets I jumped. There were a number of knotted lines that could be thrown over the side of the nets. These lines reached to the water down below some fifty feet. I grabbed one line and swung over the edge to start down fifty feet into the water. I was almost at the water when I stopped. What was that in the water, a shark! No, it was one of the ship's propeller blades, now stopped. But it sure gave me a scare. It was thought later that the explosions scared off the sharks, good thing with so many of us in the water.

I hit the water, life preserver on as required. I immediately started swimming away from the ship. Didn't want to be near if she went over and started down. Others were with me and we knew we would be picked up. A few were not so sure and yelled time and time again, "here we are, come and get us". I told them we were going to be ok and to save their breath.

I did not want to get on a destroyer. They are noted for pitching and rolling. I didn't want to get seasick, so as luck would have it the U.S.S. Minneapolis came by and picked up a large group of us. When aboard I looked over at the Lex. She was burning furiously, and every now and then an explosion would occur, throwing pieces of aircraft and huge pieces of flight deck all over the area.

It was a sad sight to see our ship in such trouble. Smoke was billowing out of over half her length. She was listing hard to port. It seemed one explosion followed another. It was nearing evening. We on the U.S.S. Minneapolis had started moving away. Soon the location of the Lex was only a glow in the distance. About that time, one of our destroyers sent a couple of torpedoes into the burning hull, and that was the end, the glow disappeared. Leaving nothing but the darkness aft of us. She was gone! We had lost the Lexington but inflicted very heavy damage to the Japanese fleet in the process.

Planes from our task force sank the Japanese aircraft carrier, Shoho, and seriously damaged the Shokaku. Although we suffered greatly, it was considered a victory, as the Japanese fleet turned back to Rabaul due to lack of adequate air defenses.

The U.S.S. Minneapolis headed south to New Zealand, we were then transferred to the M.S. Island Mail, a transport for the long trip back to the states by way of the Tonga Islands. When we hit the states we had liberty in San Diego. It was quite a night, there were more John Does in town than you could shake a stick at. We were not allowed to say anything about the Lex or who we were, because the news of the Lexington sinking was not in public hands yet.

Then with a ticket in hand, most of us headed home on a train for a much needed rest. The question came to mind when I was writing this, I did not remember seeing any of the radiomen from main radio following the sinking. Possibly they were able to get on another ship, as there were a number of ships around us. But I don't remember seeing any of my shipmates down in New Zealand or in San Diego. I will have to consider going to the next Lexington reunion. That may answer the above question

HOWARD F. SHEPHERD JR., W6US, # 4334

Born November 7, 1920. Los Angeles, CA. Spouse Chris, 2 children. AAF 1939-1946 best rank Lt. Col. W6QJW-1938, also K6UF. s.howchris@verizon.net

MICHAEL J. SHANNON, WA7BDK, #4335

Born May 9, 1951, Seattle, WA. WN7BDK-1964. USAF Reserve 1969-1975 A1C. mshannon@cityu.edu

RICHARD B. BRECKINRIDGE, WA9BXB, #4336

Born August 31, 1947, Chicago, IL. WN9BXB-1962, now have advanced license. USAF regular 1966-1969 Sergeant. I served as a Security Police sentry dog handler. I did a tour of duty in Viet Nam between 1968 and 1969. I retired on September 1, 2001 as the Deputy Chief of Police for the LaGrange Park Police Department, a Chicago suburb. I had 34 years of service.

My first love of amateur radio is chasing DX. I have attained DXCC Honor Roll and 5-band DXCC. I also have an interest in old time AM amateur radio and presently restoring a Hammarlund HQ-129X receiver. I also like working six meters SSB and CW. My current equipment includes an ICOM IC-756ProII, Kenwood TS-940S/AT and a Henry 2-kd Classic Amplifier. The antennas are beams and wires on a 56' tower. I operate a mix of SSB and CW in my never-ending chase for DX. I have several pieces of AM gear and will shortly be active on that mode.

My other hobbies include fishing, computers, wine collecting, civil war history and volunteering at the Brookfield Zoo. I also teach law enforcement courses at a local community college.

I belong to ARRL, Six Meter Club of Chicago, QCWA and the Northern California DX Foundation. vincop@aol.com

ROGER H. SCRITCHFIELD, WD8ITD, #4337

Born July 27, 1947, Akron, OH. Single, 2 children. USN regular 1967 to 1973. 3rd class PO ABH-3. CAP-1964, KPN-1966, KJO-1975. wd8itd@sssnet.com

RICHARD J. LEVENSON, W2FKN, #4338

Born January 13, 1941, Cambridge, MA. Spouse Marilyn, 2 children. K1AFA-1956. lrgamen@aol.com

RICHARD C. BARTEL, W3RCB, #4339

Born May 24, 1949, El Paso, TX. USN regular 1969. Midn, USN (WO-2). KN1EVX-1963, KN3FMZ-1964, KB3KCB-2003-2004. rcbartel@iname.com

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Executive Committee Report- Gil Kowols W9BUB, Chairman

The Board of Directors authorized a reformation of the OOTC Executive Committee and approved that four members be installed, consisting of Bert Wells W5JNK, Executive Secretary, Lee Knirko W9MOL, Treasurer and Directors Gil Kowols W9BUB and Troy Wideman, Jr. W6HV. The Committee elected Gil Kowols as Chairman.

Two issues were thought to require immediate attention. First was the appointment of a back up signer on our three financial accounts to replace Leland Smith-SK. Second was the funding of the OOTC Student Educational Scholarship Program (SEAP) which had insufficient earnings to enable \$600 contributions for the last two years.

The Scholarship Fund is especially important because that is an investment in the future of ham radio. The Executive Committee will attempt by soliciting more donations to the fund and reinvestment of the Fund to restore the contributions for scholarships beginning with the year 2006. The committee's proposal was submitted to the Board of Directors for approval.

RE: THE OOTC SCHOLARSHIP FUND

Interest rates on our fund have fallen so low that we have not been able to offer a money scholarship last year and this year. You can help remedy this by making a special donation to the Student Educational Assistance Program.

Thank you from the Executive Committee: Chairman Gil Kowols W9BUB, Troy Wideman W6HV, Lee Knirko W9MOL, and Bert Wells W5JNK.

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MEMBERS "SILENT KEY". NOTE: Some calls may have been reissued.

NAME: BIRTHDATE:	LAST CALL: 1ST CALL:	WHEN SK: REPORTED BY:
GORDON E. GRAY, SR B:1/27/1908	K4AD-#0733 9CG-1924 SPARK OPR.	SK:MISSING QST OCT. 2004 P.96
HARRY A. ALBRIGHT B:10/10/1917	W4ZCT-#2308 W8YCT-1941	SK:6/13/2004 DAUGHTER, KATHRYN A. DUCK
HAROLD J. BELL B:5/16/1925	WA8LAY-#2570 WN8LAY-1963	SK:MISSING MILITARY-1943 QST OCT. 2004 P.96
BERNARD SWEDLOFF B:12/5/1918	K2SWZ-#2948 W3EKK-1934	SK:8/9/2004 MRS. IRENE SWEDLOFF
RICHARD A. AUBLE B:2/16/1931	KF7XG-#3305 KA7VMR-1984	SK:8/10/2004 MILITARY-1949 MS. ARLIENE M. AUBLE
JAMES F. WAKEFIELD B:11/1/1920	W6PSQ #3857 W6PSQ-1938	SK:10/5/2004 CHARLES MC CONNEL W6DPD #3927
HAROLD R. PHILLIPS B:10/24/1916	W2EFI #2688 W2EFI-1932	SK:MISSING QST NOVEMBER 2004 P.97
CHARLES P. KOEHLER B:9/21/1920	W2ENF #2933 W2ENF-1950	SK:MISSING QST NOVEMBER 2004 P.97
HARRY F. SCHUMANN B:9/19/1923	K6HWR #3325 KN6HWR-1958	SK:MISSING MILITARY-1943 QST NOVEMBER 2004 P.97
EVERETT H. MARINE B:6/27/1905	W7EM #1052 9AGE-1919	SK:MISSING QST NOVEMBER 2004 P.97
JOHN E. HOFFER, SR. B:4/24/1907	W8CWY #1399 W8CWY-1931	SK:MISSING QCWA JOURNAL FALL 2004
WILLIAM T. HALL B:8/25/1934	W1JP #3817 KN0PGA-1958	SK:MISSING QST DECEMBER 2004 P.83
LOUIS N. SELTZER B:9/25/1917	WI3J #2410 W3COG-1932	SK:MISSING QST DECEMBER 2004 P.83

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PUT MY MEMBER # UNDER THE CALL LETTERS YES _____ NO _____
(IF YOU DO NOT CHOOSE, THE MEMBER NUMBER WILL BE OMITTED)

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WHITE WITH RED LETTERING _____

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BLACK _____ RED _____ BLUE _____ BROWN _____
(If you do not choose, black tie will be ordered)

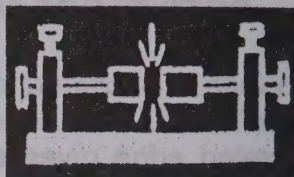
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Name _____ Present call _____

Address _____
 Number & Street City State/Province Code Country(if not U.S.)

Year of 1st 2-way Ham wireless contact _____ Nickname/Handle _____ PHONE# _____

My first amateur call was _____ Other calls _____ E-Mail _____

My first 2-way wireless contact was by Commercial Radio(☐) Military Radio(☐) Year _____ Describe it _____

Date of Birth _____ Birthplace _____
 Month Day Year

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EFFECTIVE JULY 1, 2004, IF MEMBERS WITHOUT A U.S ZIP CODE (INTERNATIONAL MEMBERS, EXCEPT CANADA & MEXICO) WANT TO RECEIVE SPARK GAP TIMES BY MAIL, THEY MUST PAY AN ADDITIONAL \$5 A YEAR. ALL MEMBERS MAY ELECT TO RECEIVE SGT BY PDF E-MAIL ATTACHMENT, FREE ON REQUEST.

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One must have had two-way wireless communication at least 40 years previous to filing an OOTC membership application. OOTC recognizes your first two-way communication whether through amateur, commercial or military operation. Where possible please provide proof of such operation. Full membership in OOTC requires that you have a valid amateur station or operator license at the time of application, or Associate member if no license but qualified.

OOTC wishes to have extended information about each member, his/her activities and background. Such information becomes a permanent and important part of your record as a member of OOTC, making it possible for us to write of your life work and experiences. We would appreciate a photograph, B&W or color. Send a biography and/or any story suitable for publication in Spark Gap Times on separate sheet(s) of paper. Unless you advise otherwise, filing this application is permission to publish your information in Spark Gap Times.

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Your Signature _____ Last 4 digits of your social security number _____